

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

The following report has been received by Messrs. Lutgens, Einstmann & Co., the general agents, from the manager at the mines:—

Since my last report of the 3rd instant I have put on a few more men, so as to push the work ahead as fast as possible, for our battery is nearing completion, and although we have sufficient quartz at the various shafts for a good start, yet the development work must keep going, and the more of this is done before the commencement of the crushings the easier it is afterwards to keep the battery going.

Great Eastern Mine.—The contractors have carried the rise up to 15 feet, which shows over 3 feet of fine quartz. There are in this mine two kinds of ore, the one a whitish quartz in the upper level, worth about 1 ounce per ton, and a dark blue stone, which came in at the lower level and is considerably richer, fine gold showing on the face of the quartz freely. I have also started three shafts each side to beat out the leading stope. In the north the stope has been carried along 8 feet with the reef showing a foot in the face, and the south stope has been put in 5 feet with a reef of about three feet in the face, the ore in both cases looking well. The drives on this reef both north and south should be continued, as well as a connecting vein, mentioned in my last, from the upper level to be sunk simultaneously, but I cannot do this yet. We have about 200 tons of grass.

Zulu Mine.—The drive south has been put in 45 feet and at present the reef is only a few inches wide, but of its usual richness. The leading stope has been carried in 12 feet with the reef at present only 6 inches in the face but the width varies almost daily and to-morrow it may be 18 inches again. In the north I have stopped the men from driving at present, as the chute is getting poor there, possibly one of those blanks which always occur at the end of a chute. The drive has been put in 52 feet, the reef in face being about one foot wide. We shall resume this drive later on. At present I have put the men on to put in the leading stope and started in 16 feet with the reef in the face showing about 2 feet. As soon as possible I shall continue the shaft, which is badly wanted.

Rise and Shine.—This is now just like the Zulu, small and erratic, but good. We have about 40 tons on top here. As mentioned in my last, I had started the men to drive in the upper level, immediately below the old workings to get at the true course of the reef, as the shaft had knocked the ground about so much. We have now resumed our lower drive after having driven 18 feet under the old workings, and still do not know more about it.

Bank of England.—I have let a contract here to start out the big reef. On the rich leader north we have driven 13 feet. It is 8 inches wide, but much larger over head and rich, the stope showing nice gold. I shall also let a contract here (on fast now) for driving next week.

Battery.—This is getting on fast now. The engine foundations are in course of construction, the boilers are in position, also four of the six pans, the shed framing is finished, and the iron will be put on next week, but owing to the unfortunate delays explained in my last, I am sorry to say we shall not be able to start crushing before the end of December. With about 400 tons of quartz at grass at the Bank, our present quantity of ore raised will not fall much short of 500 tons.

A VISIT TO VLADIVOSTOK.

The following extract is taken from a long letter in the *Korean Repository*—

Of military Vladivostok I have nothing to say, for the all-sufficient reason that I know nothing. The sailor, the soldier, the captain, the general, are all met on the street. The *Rurik*, one of the largest cruisers in the world, was in the harbour, as well as three or four other warships; the two floating dry docks were occupied by ships; a few cannon were seen on several elevations around the town, at the base of which in four languages, Russian, French, German and English, was the notice, "Entrance is prohibited." The Russian military official is always manly and dignified in appearance; the private soldier is not always so, and the same may be said of the sailor.

Civil Vladivostok is more interesting. Vladivostok means "Possession of the East." Forty years ago the place was a wilderness, now it has a population of 14,000. From the western limit of Tiger's Point to the far eastern extremity of High Street or Main Street is at least five miles and the town stretches over these hills. The town is laid out regularly the streets crossing at right angles. The city has just emerged from its first or chrysalis stage. The log cabin has given place to the brick house, the wooden pavements are being replaced by granite flagging. The Chinese, who seem to have all the building jobs, are busy at work. There is not a square seemingly where a building of large dimensions is not going up, and in some squares there are several. All are put up to stay. The transition period is past and the permanent stage has arrived. The man of straw erecting building in Vladivostok has come to stay. So it seems to the visitor, everybody is busy and rushing about. The clink of the mason's trowel, the ring of the carpenter's hammer, and the sound of the carpenter's axe are heard on all sides. The Russian is the master of the town, the German the merchant, the Chinaman the artisan, the Japanese the photographer, and the Korean would I not have to say it—the coolie. There are some twenty-five Americans in the place and the first U.S. Consul went there only a few days before us. The firm of Messrs. Clarkson and Co. run a line of ships once a month between Vladivostok and Oregon. Flour and lumber from the Pacific States, and beef from Kansas are the chief articles of import. We saw on the landing hundreds of bags of wheat flour from the mills of Spokane.

The Chinese and Koreans live together. Their settlements are in the north-western part on the cold side of the hill. The prosperity so generously ascribed by Mrs. Bishop to Koreans in Manchuria, one falls to see in the Korean town in Vladivostok. The Rev. D. Henry Lansdell in "Through Siberia" tells us "The Koreans were described as very industrious." This may be accepted as correct. They are in competition, and must be active or they will be run over.

Going up the hill to the Korean village a short distance we entered a yard where stood a neat dwelling house. The owner, a dignified and elderly gentleman of the well-to-do class, came out and greeted us. After the usual salutations we fell into conversation. His house, he informed us, cost over four hundred dollars, a price considerably in advance of houses of that grade in Seoul. The Russian Government does not allow the Chinese to build houses any longer. Though in 1878 when Dr. Lansdell visited the settlement it did. He says he "went into some of the houses, the walls of which were of mud, plastered on a framework of straw." The sides and roofs of the houses now are of boards. For the rest, the low rooms, the open kitchen, and the filthy drains around

the huts, called up familiar scenes in the Empire of Dhalan.

The reason Koreans drift to those northern regions is the necessity to find a means of livelihood, to keep soul and body together. They have neither the inclination nor ability to "learn the characters." Theirs is a life of hard toil.

HEAVY WEATHER IN THE NORTH.

The *North China Daily News* of the 17th instant says:—

The late N.W. gale on our coast has evidently been of exceptional force judging by the appearance of those vessels which were unfortunate enough to have to weather it. H.M.S. *Iphigenia* left Wei-hai-wei at 8 a.m. on Monday under the most favourable auspices and was doing 22 knots, intending to reach Shanghai on the Tuesday afternoon tide, when the gale rose suddenly and by 7 p.m. had attained such a height that it became necessary to slow the engines, and by 9 o'clock the vessel was hove-to and remained so for 36 hours having shipped a sea which flooded the quarter deck and carried over the side one of the star-board three-pounders and the No. 1 cutter, besides damaging the Captain's gig. On Wednesday morning the weather having moderated, Capt. Dudding continued his voyage. The str. *Kobe Maru* from Japan also had a rough handling, and we understand Capt. Swain declares it to be the worst weather he has experienced for ten years. The str. *Pekin* was on her way from Ningpo to Shanghai and had several planks stripped off her top-sides by the sea; but the str. *Kiangtse* fared the worst of all. Bound to Ningpo and when abreast of Volcano Island a huge sea struck her and carried away some sixty feet of her guard, on the starboard side forward of the paddlebox. The iron knees, etc., were wrenched off close to the ship's side and the iron bulwarks and stanchions torn away, leaving no support for the saloon deck which consequently sank by inches over a foot. Notwithstanding various reports to the contrary, we believe there was no loss of life, in fact such would be more than unlikely as no one would venture on the deck in such rough and bitterly cold weather. Captain Pratt immediately headed the vessel to the sea and anchored, as he could not possibly run for shelter in such a condition and in the trough of such a sea. By 6 a.m. the following morning the weather had moderated a little and the vessel proceeded to Ningpo, the crew having shored up the saloon deck and brought the overhanging weight to bear on the longitudinal girders by tacks. She left the same afternoon (Wednesday) for Shanghai but, as the weather was still rough, anchored off Chinkai Island until 8 a.m. on Thursday when the wind and sea having dropped a course was shaped for Shanghai which was reached the same evening the *Kiangtse* anchoring below the shipping at top m. Her repairs will probably extend over a month. In the meantime the str. *Hsinchi* will take her place.

THE VENEZUELA BOUNDARY.

From information given by the *Times* correspondent at St. Petersburg, the task of the Venezuela Boundary Arbitrators will not be a light one. He says that last March both Governments communicated the first part of the historical documents and maps in support of their respective claims to Professor Mertens, the chief arbitrator. The British case was contained in eight large volumes and an enormous atlas of the rarest maps of Venezuela and South America. The case for Venezuela comprised four volumes and an atlas. The second phase of the proceedings was entered upon in August last, when each of the two Governments handed to Professor Mertens a counter case against the first arguments and historical papers of its opponent. Venezuela sent three new volumes and another atlas, and Great Britain two large new volumes and another atlas. Up to the present the members of the arbitration court have received more than 2200 documents in the English, Spanish, and Dutch languages, covering a period of four centuries. This dispute, if judged by the extent of material thus far laid before the arbitrators, is the most difficult, says the official journal, of all the questions hitherto submitted to international arbitration. In December next the two Governments are bound to furnish the chief arbitrator and the members of the court with their final conclusions or "printed argument," which will close the preliminary procedure. In the spring of next year the international court, under the presidency of Professor Mertens, will meet in Paris to hear the verbal arguments of the representatives of both Governments, and to give its decision, which will be final and obligatory.

NOTANDA.

CALENDAR.

Meteorological means based on ten years' observations to 1893.

Barometer..... 29.818
Thermometer..... 80.1
Humidity..... 77
Rainfall..... 8.58

TO-DAY.

On date at 4 p.m.
Barometer..... 30.38
Thermometer..... 78
Humidity..... 53
Rainfall..... 48

TO-DAY.

Friday, 23rd December, 1898.
Chinese—11th of 11th moon of 24th year of Kwang-shi.
High water—Morning..... 6hr. 15min.
Afternoon..... 5hr. 35min.
Low water—Morning..... 6hr. 35min.
Afternoon..... 12hr. 37min.

ANNIVERSARIES.

1861—Prince Consort buried.
1870—British Consulate at Shanghai destroyed by fire.
1874—Lord Romilly died.

TO-MORROW.

Saturday, 24th December, 1898.
Chinese—12th of 11th moon of 24th year of Kwang-shi.
High water—Morning..... 7hr. 37min.
Afternoon..... 6hr. 30min.
Low water—Morning..... 6hr. 18min.
Afternoon..... 11hr. 39min.

ANNIVERSARIES.

1814—Peace with America signed.
1843—First sermon preached by the Colonial Chaplain in Hongkong.
1846—Attempt to set fire to the Central Market, Hongkong.
1857—Commissioner Vah given 48 hours to accede to the demands of the Allies.
1865—Thackeray died.
1897—Suicide of Mr. Kluth, Manager of the Club Congee, at Shanghai.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Koh-i-noor*) to-morrow.
English (*Chusan*) 25th inst.
American (*Coptic*) 27th inst.
Canadian (*Empress of China*) 28th inst.
American (*City of Peking*) 12th prox.

The N. P. S. S. Co.'s steamer *Tacoma* has arrived at Yokohama, and sailed for Tacoma to-day the 23rd instant.

The Canadian Pacific Railway Co.'s steamer *Empress of China* arrived at Nagasaki at 7 a.m. to-day the 23rd, and will leave at 9 p.m. for Shanghai, where she is due to arrive at 11 a.m. on Sunday the 25th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isadora Pons..... at Kowloon Dock.
H.I.G.M.S. *Kaiser*..... " "
Chusan..... " "
Ryudo..... " "
H.I.G.M.S. *Macartney*..... " "
H.I.G.M.S. *Gefion*..... " "
Ask..... " "
H.I.G.M.S. *K. Atala*..... " "
H.M.S. Pigmy..... " "
Baibung..... " "
Athenian..... " "
Hainan..... " "
Pakistan..... Cosmopolitan "
Hankow..... " "
Pleola..... Aberdeen "

SWATOW.
Arrivals..... from Agents.
Dec. 20 *Huilong*..... Amoy..... J. M. & Co.
20 *Glendaloch*..... Amoy..... V.S. & Co.
20 *Taitoon*..... Hongkong..... B. & S.
22 *Hainan*..... Amoy..... I. M. & Co.
22 *Fung Shun*..... Amoy..... C.M.S. & Co.
Departures..... for Agents.
Dec. 20 *Huilong*..... Hongkong..... J. M. & Co.
20 *Glendaloch*..... Shanghai..... C.M.S. & Co.
20 *Taitoon*..... Shanghai..... B. & S.
20 *Loosok*..... Bangkok..... B. & S.
20 *Glendaloch*..... Spore..... L.Y.S. & Co.
22 *Hainan*..... Hongkong..... J. M. & Co.
IN PORT—*Fung Shun*.

PASSED THE CANAL.
Outward—Nov. 2nd *Indra*, *Flintshire*; Nov. 29th *Gilda*, *Malacca*, *Bouledi*, *Dorothea*, *Rickmers*; Dec. 6th *Panulius*; Dec. 9th *Sikh*, *Socotra*, *Vladimir*; Dec. 13th *Patroclus*, *Nor-man* Isles.
Homeward—Dec. 13th *Caledonia*.

THE MESSAGE OF THE SPEAR.

AWAY back in the year 64 B.C.—1848 years ago—a little detachment of Roman soldiers was despatched to Gaul at Châleons, in the north of what is now called France. They found that no help could possibly reach them, the Romans were to fight until they were all stricken down. One day a short spear came whizzing over the ramparts and stuck in one of the wooden towers. Nobody paid any attention to it at first. They just went on slaughtering Gauls and getting slaughtered themselves. At length an officer saw something fluttering from that point. He moved to be a hero from Julius Caesar's writings in Greek. He said he was on his way with an army to relieve the garrison. That note had been there, intended for several days. In due time Caesar came and made short work of the Gauls.

That people should suffer and struggle hopelessly when help is near at hand is sad to think of, but they must know of the coming help before they can draw courage from it. Take the torments and dangers of disease for example. We fight them with all the weapons we have. Sometimes we hit on the right thing, and more often we don't, even when it is as close as the spear in the tower was to the exhausted garrison.

If Mr. Robert Lewis, postmaster at High Ham, Longport, Somerset, could have found a remedy for indigestion, dyspepsia, and liver complaint he certainly would not have suffered from it, as he did, for twenty years. Why that is more than half a century. A whole day of illness is always long enough, so people know. But fancy such an experience stretching itself into weeks, months, and years! Common enough? Yes, dreadfully common. So is poverty! But does that fact reassure anybody to either? Mr. Lewis is not a man to let himself down and brood over a misfortune. Besides being postmaster he is a lawyer, and enough to keep him busy. Under such difficulties this work was done he tells us in a letter dated Nov. 8th, 1898.

"I had a bad twinge in the mouth," he says, "particularly in the morning, and my mouth was dry, and I had on that, a nervous phlegm. After eating even the simplest food I had great pain in the chest and around the throat. I suffered greatly from sick-headache and indigestion, and if I expelled mucus, I got out of breath."

"This was nothing, caused by the multiplying action of food blood upon the nerves that move the lungs; the impurities in the blood having come from the festering mass of undigested food in the stomach. The heart trouble, the sick headache, and the giddiness, were symptoms of the same thing."

"As time went on," continues Mr. Lewis, "I became very low, weak, and mentally discouraged and depressed."

[A doctor, writing about this case for a learned medical journal, would use many tough Latin words, but he would not make the facts as plain as Mr. Lewis has made them. Nature is a man who cannot but little—little, little, mostly rote in his stomach—will lose flesh and strength and come to be of small use to himself or to any one else. We can all see that often by candle light.]

"I tried many medicines," he says finally, "but they did me no real good. At last I heard of Mother Selge's Curative Syrup, and used it. I am happy to tell you that it soon relieved and cured me. When I feel a sign of my old ailment I resort to the Syrup at once, and the disease goes no further hold upon me. Publish my statement if you like, and believe me yours, &c., (signed) Robert Lewis."

The Roman soldiers left Caesar's message unanswered for days. It was written on parchment and fluttered from a spear, as I have said. But, feel we live in the age of print. Are you ill and in pain as Mr. Lewis was? Every newspaper, every magazine, almost all the publications your eye falls on, contain accounts of what Mother Selge's Syrup has done, and daily does, for those who suffer. Read the message. This is one, and having read it, you know where to look for help.—*Ad.*

Hotel.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.
Hongkong, 1st April, 1897.

Entertainments.

THEATRE ROYAL, CITY HALL.

Under the distinguished Patronage of Vice-Admiral Sir EDWARD HOBART SEYMOUR, K.C.B., R.N. By kind Permission of Captain The Hon. HENRY LAMBTON, and Officers of H.M.S. "POWERFUL."

THE AMATEUR DRAMATIC CO., or H.M.S. "POWERFUL," in the NAUTICAL MUSICAL BURLESQUE, Entitled H.M.S. "MISSIRE" or CHANGE ROUNDS.

On MONDAY, the 26th December, 1898.

The whole Concluding with the Realistic Tableau:

(1) READY FOR ACTION.
(2) BATTLE SCENE.
(3) DEATH OF NELSON.
The String Band of H.M.S. *Powerful*, Mr. SCHOFIELD Conducting.

Doors Open 8.30 P.M. Commence 9 P.M. Box Plan at the CITY HALL, on SATURDAY and MONDAY.

PRICES, Dress Circle, \$3 and \$2. Stalls, \$2. Pit, \$1.
Sailors and Soldiers in Uniform, Half-Price to Pit only.
The Proceeds of the Entertainment will be given to Naval Charities.
Hongkong, 21st December, 1898. [1511]

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB will produce a Pantomime entitled, "THE YELLOW DWARF," or "HARLEQUIN THE KNAVE OF HEARTS," and the FAIR PRINCESS.

On the following dates:—
THURSDAY, 5th January, 1899.
SATURDAY, 7th " "
MONDAY, 9th " "
WEDNESDAY, 11th " "
SATURDAY, 13th " "

The TICKET OFFICE at the Theatre will be OPENED on THURSDAY, the 22nd Dec., at 10 A.M. and Seats can be booked from 10 A.M. to 4 P.M. every day; SUNDAYS and GENERAL HOLIDAYS excepted.
E. W. MITCHELL, Hon. Secretary.
Hongkong, 8th December, 1898. [1440]

Entertainments.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING CO., LIMITED.

NOTICE.

NOTICE is hereby given that the FINAL INSTALLMENT of \$30 per SHARE on the shares in above COMPANY becomes due on the THIRTY-FIRST day of December next, and PAYMENT thereof must be made to the BANKERS of the Company, viz. the HONGKONG AND SHANGHAI BANKING CORPORATION on or before that date.
JARDINE, MATHESON & CO., General Managers.
Hongkong, 30th November, 1898. [1395]

POST OFFICE NOTIFICATION.

THE Public are hereby informed that on and after the 31st instant the RATE OF POSTAGE on Letters posted in the Colony to the places mentioned below will be 4 Cents per 100.
The Full Schedule of NEW POSTAGE RATES will be published in the GAZETTE of the 24th instant.

A. M. THOMSON, Postmaster General.
Hongkong, 22nd December, 1898. [1513]

United Kingdom, Aden, Ascension, Bahamas, Barbados, Bermuda, British Central Africa, British East Africa, British Guiana, British Honduras, British India, Canada, Cape Colony, Ceylon, Cyprus, Fiji, Federated Malay States, Gibraltar, Gold Coast Colony, Johore, Lagos, Natal, Newfoundland, Sierra Leone, Straits Settlements, St. Helena, The Falkland Islands, The Gambia, The Leeward Islands (which comprise Antigua, St. Christopher and Nevis, Dominica, Montserrat and the Virgin Islands), The Niger Coast Protectorate, The Niger Company's Territory, The Windward Islands, (Grenada, St. Lucia, St. Vincent), Tobago and Trinidad, Turks Island, and Uganda.

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

NOTICE is hereby given that the SECOND ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICE of the Company, 7, Queen's Road Central, on THURSDAY, the 20th of December, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th June, 1898.

LUTGENS, EINSTMAN & CO., General Agents.
Hongkong, 20th December, 1898. [1503]

EYE-SIGHT.

MR. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at FLETCHER & Co.'s PHARMACY, (Opposite the HONGKONG HOTEL).

Business Hours: ... 9 a.m. to 5 P.M.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVISE FREE. [1470]

Intimations.

CHRISTMAS HOLIDAYS.

IN accordance with ORDINANCE No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on MONDAY and TUESDAY, the 26th and 27th instant, respectively:—
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. E. SANSONI, Manager.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
G. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
J. THURBURN, Manager.

For the BANQUE DE L'INDO-CHINE,
J. G. F. AUGUSTIN, Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
E. L. HUNTER, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, CHOH,
Agent.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER, Manager.

Hongkong, 20th December, 1898. [1505]

CHRISTMAS AND NEW YEAR HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on MONDAY and TUESDAY, the 26th and 27th instant, respectively, and on MONDAY, the 2nd January, 1899:—
JARDINE, MATHESON & CO., General Agents.
CANTON INSURANCE OFFICE, LD., General Managers.
HONGKONG FIRE INSURANCE CO., LIMITED.
W. J. SAUNDERS, Acting Secretary,
UNION INSURANCE SOCIETY OF CANTON, LD.

W. H. PERCIVAL, Agent,
NORTH-CHINA INSURANCE CO., LD.
W. H. RAY, Secretary,
CHINA TRADERS' INSURANCE CO., LIMITED.

SHEWAN TOMES & CO., Agents,
YANGTSE INSURANCE ASSOCIATION, LIMITED.
G. L. TOMLIN, Acting Secretary,
CHINA FIRE INSURANCE CO., LD.

W. H. T. DAVIS, Manager,
THE STRAITS INSURANCE CO., LD.
Hongkong, 19th December, 1898. [1491]

CUSTOMS NOTIFICATION.

No. 86.
NOTICE is hereby given that MONDAY next, the 26th instant, and MONDAY, the 2nd January, 1899, will be observed as HOLIDAYS at the KOWLOON CUSTOMS OFFICE.

Work at the OPIUM EXAMINATION OFFICE and CUSTOMS STATIONS will proceed as usual.
H. M. HILLIER, Commissioner of Customs, for Kowloon & District.

Custom House, Kowloon, 21st December, 1898. [1512]

GREATEST BLESSING OF LIFE.

Prof. H. WINTER.
The Great American Indian Expert.

WARRANTS TO CURE HARD AND SOFT CORNS, BUNIONS IN-GROWING NAILS AND WARTS.

GUARANTEED to take them out without guarantee to perform a perfect cure. Mr. WINTER'S fame is spoken of in highest terms by various well-known Gentlemen who have suffered for years with Corns. He has arrived at HONGKONG and will remain till the 1st January at THOMAS GRILL ROOMS, Room No. 4. Office hours from 8 A.M. to 4 P.M. Consultation free of charge.

Those who wish Mr. WINTER to visit them will please send their Address and he will call on MONDAYS and FRIDAYS between 2 and 3 P.M.

Charges Moderate.
The Professor speaks English, German, French, Spanish and Portuguese.
Hongkong, 16th November, 1898. [1478]

STAMPS.

STAMPS!!
STAMPS!!

GRACA & Co.
DEALERS IN ASIATIC AND FOREIGN POSTAGE STAMPS.

HONGKONG HOTEL.
Packet of STAMPS for CHRISTMAS PRESENTS, HAND PAINTED POST CARDS of Chinese Life, the most suitable CHRISTMAS SOUVENIRS, ALBUMS, CATALOGUES and all other PHILATELIC REQUISITES.

Prices to suit all Customers.
Hongkong, 17th December, 1898. [1487]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.
Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS & CO., APOTHECARINE HALL, 65, Queen's Road Central, Hongkong.

THE SHELL TRANSPORT AND TRADING COMPANY, LIMITED.

"SHELL" LINE OF STEAMERS.
FOR LONDON (via SINGAPORE.)
THE Company's Steamship

"ELPHINSTONE,"
Captain C. Abbott, will be despatched as above on or about the 5th January.
For Freight, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, 10th December, 1898. [1451]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"MOGUL,"
will be despatched as above on or about the 15th January, 1899.
S.S. "ENERGIA"..... About 31st Jan., 1899.
S.S. "ARGYLL"..... " 15th Feb., 1899.
S.S. "SIKH"..... " 28th Feb., 1899.
For Freight or Passage, apply to DODWELL, CARLILE & Co., Agents.
Hongkong, 22nd December, 1898. [1360]

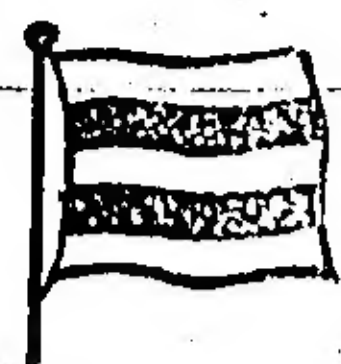
To be Let.

TO LET.
SEMI-DETACHED VILLA RESIDENCES, on Bowen Road (now in course of erection).

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.
MIKE MARU	(BOMBAY VIA SINGAPORE and COLOMBO)	Tuesday, 27th Dec., at 4 P.M.
RIJUN MARU	(SEATTLE, (WASH., U.S.A.) VIA KORE, YOKOHAMA, VICTORIA, B.C.)	Friday, 30th Dec., at 4 P.M.
OMI MARU	(THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE)	Friday, 30th Dec., at 4 P.M.
HAKATA MARU	(MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, and COLOMBO)	Thursday, 31st Jan., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the G. A. NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 21st December, 1898.

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Trains, Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi refined and Refined.

ORDERS SOLICITED and Lowest Prices Quoted.

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: £ 300,000

Head Office: 13, Avenue Daumesnil, Paris

WORKS IN EUROPE: (BACALAN) at Lorient (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, Axles and Axle combined, Permanent Bridges for Railways, Permanent and portable (movable) Bridges for Roads, Bridges and metallic frames, Steam Launches and Steamboats, Boilers and Steam Engines, Drydocks.

CONTRACTORS

Constructing and Working

Apply to Messrs. DODWELL, CARLILE & Co., Hongkong, Agents for the Straits Settlements and F.M.S.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

CARBOLINEUM MAYER'S.

Used for Over 20 Years.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China: LUTGENS, EINSTAMM & Co., Hongkong, 11th September, 1898.

MITSUBI BUSSAN KAISHA.

No. 6, 10 House Street, Praya Central.

Head Office: TOKYO.

Branch Office: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents: Mitsui Coal Mines, Kanbara Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton-Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanegatachi Cotton Spinning Mill, Japan, Tokyo Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1898.

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM, Hongkong, 1st September, 1897.

KUN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA,

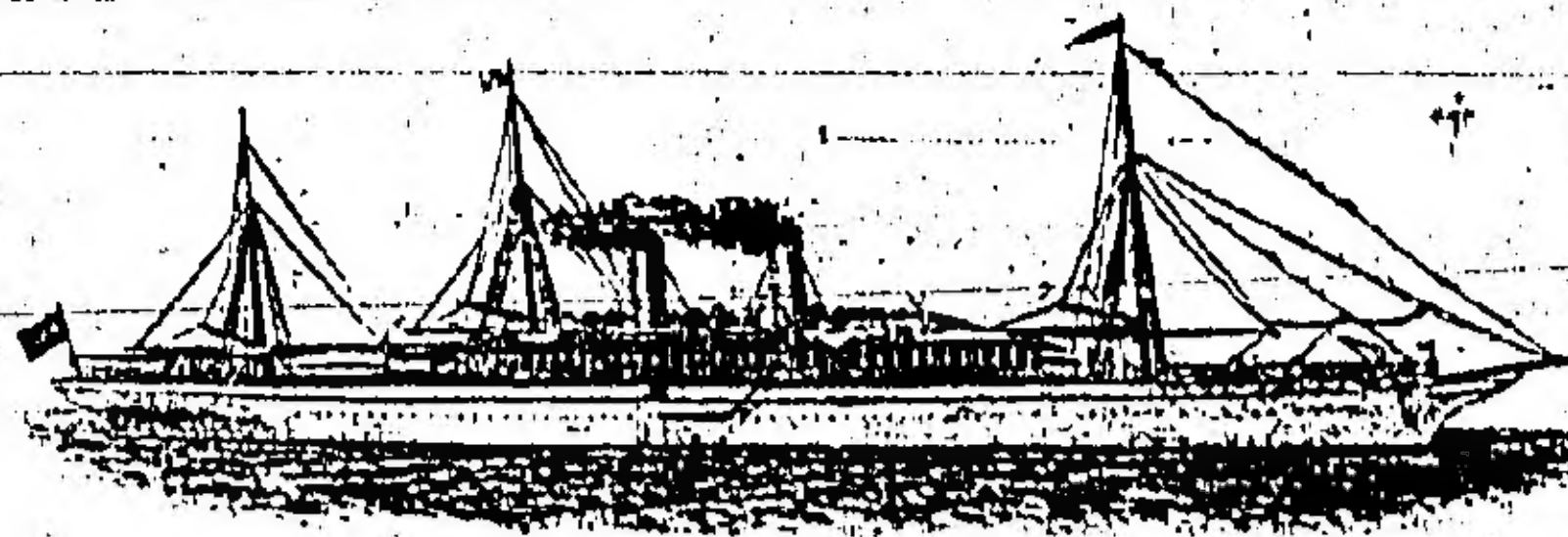
and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 18th Jan., 1899.

EMPERESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 15th Feb., 1899.

EMPERESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 15th Mar., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARRIAGES and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 21st December, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 16th Jan., 1899.

HONGKONG MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Tuesday, 7th Feb., 1899.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 4th March, at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 14th January, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes, from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco via Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

ANTI CORROSIVES

ANTI FOULINGS

MANUFACTORY

all sorts of OIL PAINTS and COLOUR WASH

PREPARED IN ALL COLOURS TO SUIT PURCHASERS.

GENERAL AGENCY

BAILEY'S ENGINEERING AGENCY,

17, PRAYA CENTRAL,

Hongkong, 14th May, 1898.

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*HEIDELBERG	HAVRE AND HAMBURG (LONDON with transshipment in HAMBURG)	About 1st Dec. Freight and Passage.
*SIBERIA	GENOA AND HAMBURG (LONDON with transshipment in HAMBURG)	About 5th Jan. Freight and Passage.
ARMENIA	HAMBURG AND ANTWERP (LONDON with transshipment in HAMBURG)	About 18th Jan. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAUPEL for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, [98]

Hongkong, 17th December, 1898.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Aztec (via Moji, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 28th Dec., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

THE U. S. Mail Steamship "AZTEC,"

will be despatched for SAN FRANCISCO, via MOJI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 28th instant, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd December, 1898.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD, CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Carlisle City, 13,002, Jan. 15.

Cornwallshire, 2,929, Feb. 14.

THE Steamship

"CARLISLE CITY" will be despatched for SAN DIEGO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on or about the 15th January.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan, Hongkong, 28th November, 1898.

[1350]

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Prinz Heinrich, Wednesday, 4th Jan.

Prinzess Alice, Wednesday, 1st Feb.

Sachsen, Wednesday, 1st March.

ON WEDNESDAY, the 4th day of January, 1899, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Clippert, with MAILED PASSENGERS SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 2nd January. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 3rd January, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 3rd January. Contents of Packages are required. No Parcel Receipts will be signed for less than 52.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Passengers can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 9th November, 1896. [1436]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 5th Jan., 1899, at Noon.

Guelie (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 31st Jan., 1899, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 25th Feb., at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 5th January, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th December, 1898.

[1350]

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